

TOP SECRET
IDEALIST

PROJECT HEADQUARTERS
DIRECTIVE 50-10-24

OPERATIONS
7 February 1966

NRO DECLASSIFICATION/RELEASE INSTRUCTIONS ON FILE
OPERATIONAL HAZARD REPORTS

1. PURPOSE:

To define an operational hazard and establish how it shall be reported.

2. DEFINITION:

An operational Hazard is any condition or act that may affect the safety of Project aircraft and/or associated personnel.

3. RESPONSIBILITY:

Detachment Commanders will insure that the means and procedures are provided for immediately reporting and promptly investigating operational hazards. They will forward a resume of this report and any action taken to Project Headquarters in accordance with paragraph 4 below. Project Headquarters will direct corrective action.

4. PROCEDURES:

a. All operational hazards will be reported to Project Headquarters using IMMEDIATE precedence or higher, whichever is deemed necessary.

b. Reports will be slugged [REDACTED]

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PROJECT HEADQUARTERS
DIRECTIVE 50-10-24

OPERATIONS
1 February 1967

Supersedes PHD 50-10-24 dated 7 February 1966

OPERATIONAL HAZARD REPORTS

1. PURPOSE:

To establish responsibilities and general procedures for the reporting of operational hazards. Prompt submission of Operational Hazard Reports will enable supervisory personnel to be immediately aware of, and to correct, dangerous conditions that could cause death or injury to personnel and loss or damage to aircraft and property.

2. RESPONSIBILITIES:

- a. Detachment Commanders are responsible for prompt submission of Operational Hazard Reports and for corrective action that is required immediately.
- b. Project Headquarters will forward details of the hazard to other interested agencies/contractors not included in paragraph 4d below.
- c. Project Headquarters will direct additional corrective action, if required.

3. DEFINITION:

An Operational Hazard is any condition or occurrence that affects or could affect, the safety of Project aircraft or associated personnel, but which has not yet resulted in an incident/accident as defined in Project Headquarters Directive 50-10-20.

4. HOW TO REPORT:

- a. When: As soon as possible.
- b. How: By electrical transmission with classification and precedence as required.
- c. Slugged: [REDACTED]

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d. Addressed to: Project Headquarters with information copies to [REDACTED] and other IDEALIST detachments.

e. Message Format:

- (1) Aircraft Number
- (2) Pilot
- (3) Primary item (aircraft, electrical system, autopilot, etc.)
- (4) Narrative describing hazard
- (5) Corrective actions accomplished or recommended corrective action.

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PROJECT HEADQUARTERS
DIRECTIVE 50-10-24

OPERATIONS
1 October 1973

Supersedes PHD 50-10-24 dated 1 February 1967

OPERATIONAL HAZARD REPORTS

1. PURPOSE:

To establish responsibilities and general procedures for the reporting of operational hazards. Prompt submission of Operational Hazard Reports will enable supervisory personnel to be immediately aware of, and to correct, dangerous conditions that could cause death or injury to personnel and loss or damage to aircraft and property.

2. RESPONSIBILITIES:

a. Detachment Commanders are responsible for prompt submission of Operational Hazard Reports and for corrective action that is required immediately.

b. Project Headquarters will forward details of the hazard to other interested agencies/contractors not included in paragraph 4d below.

c. Project Headquarters will direct additional corrective action, if required.

3. DEFINITION:

An Operational Hazard is any condition or occurrence that affects or could affect, the safety of Project aircraft, equipment, or associated personnel, but which has not yet resulted in an incident/accident as defined in Project Headquarters Directive 50-10-20.

4. HOW TO REPORT:

a. When: As soon as possible.

b. How: By electrical transmission with classification and precedence as required.

c. Slugged: [REDACTED] Operational Hazard.

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25X1A d. Addressed to: Project Headquarters with info
copies to other IDEALIST Detachments and [REDACTED]. Info
copies will also be sent to [REDACTED] if
applicable.

25X1A e. Message Format:

- (1) Ground or Air
- (2) Aircraft Number
- (3) Operator
- (4) Primary System (aircraft, electrical, auto-pilot, etc.)
- (5) Narrative Description of Hazard
- (6) Corrective Action Taken or Programmed

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